

PROPOSED ARCHITECTURAL SOCIETY IN LIVERPOOL.

In January last a number of the architects of Liverpool, being desirous to see the Manor House at Birkenhead, built for Mr. William Jackson, M.P., under the direction of Mr. Reed, twenty of the principal members of the profession there, including Mr. Pictou, Mr. Clayton, Mr. Kilpin, Mr. Sherlock, Mr. John Hay, and others, were invited to do so, and after having viewed the house, on which it would seem great cost and care have been expended, were most hospitably entertained. Mr. Jackson, on that occasion when replying to a complimentary toast proposed by Mr. Pictou, spoke of his admiration of the architect's art, and expressed his regret there was no architectural society or institution in Liverpool as in other towns, and how much pleasure it would give him to be instrumental in forming a society of architects, where they might, by mutual instruction, aid and improve each other, and give a tone and character to the architecture of Liverpool and Birkenhead.

Mr. Hay, following this up, said how gratifying it was to see so many professional men throwing aside the cares and jealousies of business, and meeting under such circumstances as the present, and suggested the propriety of their taking advantage of it to form a nucleus for the formation of such an architectural association.

The idea was warmly taken up; a committee was afterwards appointed to arrange the scheme, and we hope before long that we shall have to record the proceedings of the first meeting of the new society.

ALLEGED SINKING OF THE CASHEL LINE.

RAILWAYS ON MORASSES.

THE *Times* of Thursday last week contained a letter signed "John Macneill," dated from Rutland-square, which said that, from "a publication called THE BUILDER" a paragraph had been quoted by the *Times*, in which it was stated, though "devoid of the least portion of truth, and no doubt for stock-jobbing purposes" that "a part of the Dublin and Cashel railway (the Great Southern and Western) had subsided where it passes over a deep bog or morass," and that a certain life or certain lives were even lost in that bog—"so circumstantially given" was the statement in THE BUILDER thus complained of, and yet so "devoid of the least portion of truth." Now no such statements were made in the paragraph referred to, which was an extract from some observations which appeared in our pages on crossing morasses in general by railway lines, and did not allude, even in the most distant manner, to the loss of life, nor name "the Great Southern and Western," or "the Dublin and Cashel." But a paragraph in some of the Scotch papers, confirming the truth, as we considered, of the information forwarded to us, and on which the merely precautionary and repeatedly called for remarks on crossing bogs or morasses in general were founded, did state that one life was lost in a bog at or near Cashel, where a portion of a railway had subsided. The writer of the letter in the *Times* therefore ("John Macneill") must have also previously seen this very newspaper paragraph, and must have been perfectly conscious that the general remarks in THE BUILDER, actually quoting its words, while contradicting its conclusions, were merely founded on it. There is therefore something else than a mere desire to correct an error and set the public right, whether for stock-jobbing purposes or otherwise, here plainly manifest, in the attempt to throw the onus of detail—"so circumstantially given" upon the guiltless BUILDER, which in fact avoided giving such details, and which, moreover, in place of exciting or countenancing despair in the accomplishment of the line of railway in question,—whether the Dublin and Cashel, or the Cashel and any other line—for sinister purposes, was actually using its best endeavours to contradict the adverse conclusions of the paragraph seen both by THE BUILDER and by "John Macneill," in the one common medium of the newspaper press, by pointing out the effectual mode of overcoming a diffi-

culty alleged to exist,—a mode, in fact, which it now appears, from this very letter, that the engineers have themselves adopted, in this "Dublin and Cashel" line itself; "the rails having been laid on a timber raft or platform"—equivalent to the branches, poles, and other light materials recommended by THE BUILDER; and it even yet appears to be admitted that "some difficulty" did occur in this very case, as in so many other successive attempts to cross morasses by railway lines, notwithstanding repeated experience." It might be readily conceived how either too despairing or too flattering a statement of alleged fact might be got up for the purposes so freely and so "circumstantially" insinuated against THE BUILDER, but why a series of merely recommendatory general remarks, pointing out, in a difficulty alleged to have existed, the very means which appear to have been adopted, in carrying a railway line across a morass, should be really and candidly, and without sinister intent, charged with anything like stock-jobbing purposes, adverse to the interests of such a line of railway, it is not easy to see; and the more especially in a case where a slight slip of the memory or the wits, has unintentionally betrayed the fact that the real offender was perfectly well known to the writer at the very moment that other and less worthy motives than the mere desire to correct an alleged error, or expose a pretended stock-jobbing purpose, must have produced the letter in question.

THE SEWERS, THE THAMES, AND PUBLIC HEALTH.

STK.—Mr. Morewood's estimate of the extent of matter discharged into the Thames through the sewers, is, I believe, sufficiently correct; but it is to be recollected that "this 90,000 tons" is insoluble; for the actual weight of exuvie, yielded by 2,500,000 persons, may be taken as at least 1,250,000 tons, or 10 cwt. each per annum,—therefore it may be assumed that at least one million tons of injurious matter impregnates the water of the Thames yearly,—about 90,000 tons being insoluble particles, either settling upon the bed of the river, and lessening its depth, or being, by the influx and reflux of the tide, thrown upon the banks and strands, creating evil to an extent which could scarcely be over-estimated; and this million of tons is not only a monstrous evil, but is a monstrous loss, to the community. The question, then, is—as proposed by "N. R."—in place of evil, "How to make it yield the greatest amount of pecuniary profit to its owners?"

This query is put in its true form—for the whole value of the refuse of towns is, properly, the property of the inhabitants: first, because nature provides that refuse as the means to reproduce food; next, because its removal is essential to the general health. Its value, when thus removed, should, therefore, be public property.

Allow me, first, to state that a great portion of the fertilising property of exuvie lies in its volatile products, which, under usual circumstances, escape and are lost. Many efforts have been made to retain and fix these, at the same time effecting deodorization; but, hitherto, liquids have been the agents employed, and they add to the difficulty of preservation for removal, because, for commercial and general transport, the matter should be in as dry a state as possible.

Now, these objects can be all accomplished simply and effectually by mixing the general exuvie with charcoal. About two parts in weight, intermixed with one part of exuvie, will not only take up and retain all the gases, but deodorize the entire, and make the general mass the most valuable manure that can possibly be obtained, because the addition of carbon to the other properties combines all the elements essential to luxuriant vegetation.

Charcoal is, I believe, the greatest absorbent known; it will take up aqueous matter about 80 per cent., and the moment exuvie, in its semi-fluid state, comes in contact with, and is surrounded by it, all the gases and other ingredients are absorbed and held; almost per-

fect deodorization takes place, and the material is then capable of easy transport, the value being at least 5s. to 6s. per ton; which can be well believed when it is considered that, in this state, the active fertilising properties of the exuvie are preserved, particularly the ammonia, and all those in combination with carbon, now so well known to be essential as a manure or fertiliser.

But I fear I have already trespassed too much on your valuable columns, and, with your permission, I shall defer a short detail of the simple means for accomplishing this good, the plans for which I am now preparing to place before the Commissioners of Sewers, as I believe that by proper, yet very simple arrangements, the ratepayers of the metropolis may receive in money—for that which they are now so anxious to get rid of—at least half a million yearly. This will perhaps be scouted at, but I shall hope to prove the capability.—I am, Sir, &c.,

JASPER W. ROGERS, C.E.

LAND SURVEYORS' ASSOCIATION.

A MEETING of land surveyors was held at the Freemasons' Tavern, Great Queen-street, on Saturday last, for the purpose of forming a permanent association for the advantage of the profession, and to protest against the employment of the military in the proposed survey of London. The following resolutions were passed:—

"That this meeting are of opinion that the Government are interfering with our established rights by employing the military on those works which constitute the sole occupation and subsistence of one class of civilians."

"That there are at this moment hundreds of surveyors who have been brought up to the profession, and who have therefore an equal claim with other members of the community to the consideration of the Government of the country; and that it is the opinion of this meeting that the employment of professional surveyors on the survey of London would be not only a just act on the part of the Legislature, but, it is presumed, an important benefit to the public."

"That much greater expedition would be obtained from civil surveyors, which would be of great importance in an object of such magnitude as the survey of London."

The meeting was adjourned to give time for obtaining the concurrence of other members of the profession.

On Wednesday evening last another meeting was held, when the society was formally organised.

AN ACCOUNT OF THE MANOR HOUSE AND CHAPEL AT LANWADE, IN CAMBRIDGESHIRE.*

LANWADE, called also Landwade, Lanwood,† Lanwich,‡ and Cotton Lanwade,§ is situated in the county of Cambridge, in the hundred of Stapelhof, bounded by the parishes of Exning, Snailwell, Fordham, and Burwell. It is 4 miles west from Newmarket; it contains about 120 acres, and a population of twenty-five souls. It is situated on the border of the fen tract which here runs up as it were a narrow inlet in the continent of terra firma. The name is significant of the position, probably having the like derivation which Blomefield assigns to Lanwade in his Norfolk (iii., 383), "Wade a ford."

The interest of the place, as far as visible things supply interest, is collected into two objects, the remnant of the manor house, and the church. The hall in this, as in many instances of ancient manorial residence, is in close neighbourhood to the parish church, thus reminding the spectator of the alliance between Church and State, and suggesting also what was the origin of the building, and what the source of the church revenue, viz., a reciprocal maintenance of the two great powers, ecclesiastical and feudal. The remains of the mansion consist entirely of red brick of the early part of the sixteenth century. It displays a front divided above into two gables,

* A portion of a paper read at a meeting of the Freemasons of the Church, by Mr. J. W. Archer.

† Cambridge visitation, *Cotton College*, MSS. vide Cotton.

‡ Archbishop Laud's *Travels*, 594. § Sir P. Phillips's Cambridge Visitation, fol. 1840.

* Even since the above was written, we observe that the *North-Herald* announces the "total disappearance" of "a very large embankment, upwards of 20 feet high," into another Irish bog!